

Oceanic Steamship Company

Alameda Schedule

ARRIVE HONOLULU.	LEAVE HONOLULU.
ALAMEDA NOVEMBER 13	ALAMEDA NOVEMBER 18
ALAMEDA DECEMBER 4	ALAMEDA DECEMBER 9
ALAMEDA DECEMBER 25	ALAMEDA DECEMBER 30

On and after June 24th, 1908, the SALOON RATES between Honolulu and San Francisco will be as follows:

ROUND TRIP, \$110.00. SINGLE FARE, \$65.00.

In connection with the sailing of the above steamers, the Agents are prepared to issue to intending passengers coupon through tickets by any railroad from San Francisco to all points in the United States and from New York by steamship line to all European Ports.

FOR PARTICULARS, APPLY TO

W. G. Irwin & Co., Ltd

AGENTS FOR THE OCEANIC STEAMSHIP CO.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR FIJI AND AUSTRALIA. FOR MANCOUVER.

AOANGI NOVEMBER 14	MOANA NOVEMBER 11
MOANA DECEMBER 12	MAKURA DECEMBER 8

* Will call at Fanning Island.

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

American - Hawaiian Steamship Company

From New York to Honolulu--Weekly Sailings via Tehuantepec

Freight received at all times at the Company's wharf, 41st Street, South Brooklyn.

FROM SAN FRAN. TO HONOLULU	FROM SEATTLE AND TACOMA TO HONOLULU
ARIZONIAN TO SAIL.....NOVEMBER 21	ARIZONIAN TO SAIL.....NOV. 15
COLUMBIAN TO SAIL.....DEC. 5	COLUMBIAN TO SAIL.....NOV. 29
FROM HONOLULU TO SAN FRANCISCO	
TEXAN TO SAIL.....NOVEMBER 20	

Freight received at Company's wharf, Greenwich Street.

C. P. Morse, General Freight Agent.

Pacific Mail Steamship Co.

Occidental & Oriental S. S. Co.

Toyo Kisen Kaisha S. S. Co.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT.	FOR SAN FRANCISCO.
MANCHURIA NOVEMBER 16	MONGOLIA NOVEMBER 14
HONGKONG MARU NOVEMBER 24	TENYO MARU NOVEMBER 24
ASIA DECEMBER 1	KOREA DECEMBER 5
MONGOLIA DECEMBER 7	AMERICA MARU DECEMBER 19
TENYO MARU DECEMBER 18	SIBERIA DECEMBER 26
KOREA DECEMBER 28	

FOR FURTHER INFORMATION APPLY TO

H. HACKFELD & CO. LTD

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BAGGAGE, SHIPPING,
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Phone 58

126 KING ST.

FURNITURE AND PIANO MOVING.

MATSON NAVIGATION COMPANY

Arrive Honolulu.	Leave Honolulu.
S. S. HILONIAN NOV. 24TH	DEC. 1ST
S. S. HILONIAN DEC. 22ND	DEC. 29TH

The S. S. Lurline of this line sails from San Francisco for Honolulu direct Dec. 5 arriving here Dec. 12, thereby affording the merchants of Honolulu ample time in which to receive and unpack goods for the Holiday trade.

S. S. Hyades of this line sails from Seattle for Honolulu direct Dec. 10th. The S. S. Lurline of this line, sailing from San Francisco Dec. 5th for Honolulu direct, will receive freight for Honolulu and Kahului.

PASSENGER RATES TO SAN FRANCISCO: FIRST CABIN, \$60.00. ROUND TRIP, FIRST CABIN, \$110.00.

Castle & Cooke Limited, Agents

STAR

Printing :- Office

For years the Star's printing office has been a busy place. We have gained a reputation for doing good work at fair prices and delivering the job when promised. Few printing offices can make a similar claim. With addition to our plant we are in a better condition than ever to handle commercial printing. Our three Linotypes are at your service for book and brief work. If you are not a Star customer, send us a trial order; you will be pleased with the result.

Star Printing Office

McCandless Building.

Telephone 305

SHIPPING INTELLIGENCE

TIDES, SUN AND MOON.

Last quarter of the moon Nov. 15th.

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Nov.	Time	Time	Time	Time	Time	Time	Time	Time
9	4:52	2:0	4:15	9:50	11:30	6:10	5:19	0:44
10	5:03	2:0	4:45	10:16	12:25	6:10	5:19	7:41
11	5:15	1:9	5:18	10:45	1:30	6:10	5:19	8:32
12	5:30	1:9	5:15	11:15	2:40	6:11	5:18	9:25
13	5:45	1:7	5:45	3:45	3:45	6:12	5:18	10:16
14	6:00	1:6	6:20	4:35	4:35	6:12	5:18	11:10
15	6:15	1:5	6:45	5:15	5:15	6:13	5:18	12:00

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time whistle blows at 1:30 p. m. which is the same as Greenwich, 0 hours, 0 minutes. The Sun and Moon are for local time for the whole group.

FOREIGN MAIL SERVICE

STEAMERS TO ARRIVE.

Date.	Name.	From.
Nov. 24	Hongkong Maru	S. Francisco
24	Tenyo Maru	Yokohama
25	Hilsonian	San Francisco
Dec. 1	Asia	San Francisco
4	Alameda	San Francisco
5	Korea	Yokohama
7	Mongolia	San Francisco
8	Makura	Colonies
12	Moana	Victoria
18	Tenyo Maru	San Francisco
19	America Maru	Yokohama
23	Hilsonian	San Francisco
25	Alameda	San Francisco
26	Siberia	Yokohama
28	Korea	San Francisco

STEAMERS TO DEPART.

Date.	Name.	For.
Nov. 18	Alameda	San Francisco
24	Hongkong Maru	Yokohama
24	Tenyo Maru	San Francisco
Dec. 1	Asia	Yokohama
1	Hilsonian	San Francisco
5	Korea	San Francisco
7	Mongolia	Yokohama
8	Makura	Victoria
9	Alameda	San Francisco
12	Moana	Colonies
18	Tenyo Maru	Yokohama
19	America Maru	San Francisco
23	Siberia	San Francisco
28	Korea	Yokohama
29	Hilsonian	San Francisco
30	Alameda	San Francisco

* Calling at Manila.
U. S. A. Transports will leave for San Francisco and Manila, and will arrive from same ports at irregular intervals.

THE LOG-BOOK

HOSPITAL SHIP WILL LEAVE THE FLEET

WASHINGTON, D. C.—While the hospital ship Relief, under command of Surgeon Stokes, has demonstrated herself to be a valuable adjunct to the Atlantic battleship fleet since leaving San Francisco, in taking care of sick officers and men, she has proven such a handicap in the progress of the fleet on its voyage around the world that it has been decided to leave her behind at Manila.

This action of the department, which will be taken on the recommendation of Rear Admiral Sperry, commander in chief, and endorsed by Rear Admiral Pillsbury, chief of the Bureau of Navigation, is a considerable disappointment to Surgeon General Rixey and the other officials of the Medicine and Surgery Bureau, who have maintained all along that the fleet should at all times be accompanied by a hospital ship.

The Relief finds it difficult to keep up the ten and one-half knots which is the customary speed of the battleships. Leaving San Francisco two days ahead of the fleet in July last, the Relief found it difficult to reach Honolulu on time. Leaving Albany, Australia, two days ahead of the fleet, she had far more difficulty than any of the battleships or the other auxiliaries braving the typhoon encountered south of the Philippines and she reached Manila two days late. She was not taken on the cruise to Japan and China.

Aside from the possibility of her proving a handicap to the battleships on the homeward journey, which is to be on a higher speed scheduled than any previous part of the world cruise, it would be difficult for all the battleships to utilize the Relief in the Mediterranean, since the fleet will be divided into squadrons of two to four ships for the purpose of visiting some half dozen ports in that sea.

The Relief, according to the present plans, will steam from Manila about the same time as the battleship fleet, December 1, for the Pacific coast, after which she will proceed southward to join the Pacific fleet on its cruise in South American waters.

At the time of the controversy last winter between Rear Admiral Brownson and Surgeon General Rixey it was contended by the medical bureau that the fleet should not attempt to continue on the around the world without the floating hospital. It was later recommended by Dr. Rixey that the Spanish war hospital ship, the Solace, be fitted out as a hospital ship for the Pacific fleet, but the navigation bureau which was defeated in the former controversy, managed to have this ship assigned as a parent ship for the torpedo craft on the Pacific coast. With the Relief left in the Pacific, it is expected that the medical bureau will induce Secretary Metcalf to ask Congress for money for a new hospital ship of modern type.

It was announced at the Navy Department today that the gunboat Scorpion, which left the Philadelphia Navy yard ten days ago and has arrived at the Bermuda, is on her way to Port Said, where she will meet the battleship fleet next January and assist the Yankton as tender for the various squadrons in the ports they are to visit.

CAPTAIN HURT IN STORM.

SAN FRANCISCO, November 10.—Battling with fierce gales and heavy seas for a great part of the way, the barkentine Archer came into port yesterday, eighteen days from Roche harbor, with a cargo of 10,600 barrels of lime. On November 1st, while Captain McLeod was doing his best to keep the ship under way a huge boarding wave swept the Archer, running the length of the vessel. The lurching of the ship threw Captain McLeod down, as he stood braced on the bridge, and caused him some injury. He spent some time in his bunk after the passing of the worst of the gales had left the crew free to look after the sailing of the Archer.

U. S. A. transport Crook arrived at 5:20 p. m. yesterday from Manila, via Nagasaki. She may leave for San Francisco at 5 p. m. today, or she may be held until tomorrow. Old camp equipment, no longer wanted here is to be shipped to the coast. The Crook also, will take to San Francisco all stragglers from the U. S. S. Charleston and from the Pacific fleet. In the steerage were fifty casuals. Many cabin passengers are carried. The Crook got the edge of a typhoon near Japan, laboring heavily for two days; a boat was smashed and some cabins were flooded.

P. M. S. S. Manchuria sailed at 6 a. m. today for the Orient. She was to have sailed at 5 p. m. yesterday but was held by a damaged condenser. Workmen were kept on the repair work all day and all night, the Honolulu Iron Works furnishing expert labor.

Governor Frear, Justice Ballou and wife, and Frederick Newell, Director of the U. S. Reclamation Service, and wife will be among the passengers in the transport Crook from Honolulu to San Francisco. The Governor goes to Washington on official business.

On Saturday next the A. H. S. S. Arizona leaves San Francisco for Honolulu direct. On November 29 the Columbian leaves the Sound for San Francisco, leaving the latter port direct for Honolulu on December 5.

Soundings are being made in the Naval slips for data for dredging. These slips will be dredged to thirty-five feet. They have not been dredged for several years.

On Monday next T. K. K. S. S. Tenyo Maru will be here from the Orient with 900 tons of freight. She is carrying the home-returning California business delegation.

U. S. A. transport Buford yesterday afternoon arrived at San Francisco direct from Nagasaki. It had been feared that she suffered in the typhoon which hit the Asia.

O. S. S. Alameda sails at 10 a. m. tomorrow for San Francisco.

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WEEKLY WEATHER BULLETIN

FOR THE WEEK ENDED NOVEMBER 14, 1908.

Honolulu, November 16, 1908.

GENERAL SUMMARY.

Much cooler weather obtained thruout the section, the mean temperatures being from 1.0 deg. to 3.8 deg. lower than during the preceding week. On Maui and Molokai, and in the Honolulu, southern portion of the Koolau district and lower levels of the Ewa districts of Oahu, the Koolau district of Kauai, and in portions of the Hamakua and Puna districts of Hawaii the changes ranged from -2.0 deg. to 3.8 deg.

The total rainfall was below the average for the week at all stations in the section having a record of ten or more years, excepting in the central portion of the Hamakua district of Hawaii, where excesses of \$.57 to 0.71 inch occurred. The deficiencies, in inches, in the several

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JOB PRINTING A SPECIALTY with either language of Japanese, Chinese, Korean or English.

The Nippu Jiji Co., Ltd.,

Y. SOGA, Manager.

Hotel Street near Nuuanu.

Phone Main 48

districts were: Hawaii—Kohala 0.35 to 0.46, northern Hamakua 0.82, Hilo 0.39 to 2.35, Puna 1.63, Kau 1.07 to 1.29, and Kona 0.62; Maui—Hamakualoa 1.21, and Lahaina 0.50; Oahu—Koolau 0.13 to 1.54, Honolulu 1.08, and Waianae and Ewa 0.70 to 0.73, and Kauai—Kona and Koolau 1.50 to 1.68, and Waimea 0.64.

The following were the amounts, in inches, in the different districts: Hawaii—Kohala 0.72 to 0.88, Hamakua 0.72 to 2.20, Hilo 0.82 to 2.87, Puna 0.39 to 1.32, Kau 0.30 to 1.32, and Kona 0.46 to 0.81; Maui—Koolau 0.91 to 1.91, Hamakualoa 0.41, Hana 1.53, Wailuku 0.31, and Kula and Lahaina 0.00; Oahu—Koolau 0.29 to 0.43, Honolulu trace to 0.09, Ewa 0.00 to 0.06, and Waianae 0.00; Kauai—Koolau and Kona 0.04, Puna 0.00 to 0.02, and Waimea 0.00; and Molokai 0.13.

There was generally more rain than during the preceding week on Hawaii and Molokai, and less on the remaining islands.

A slight earthquake shock was felt at 3:16 p. m. of the 7th, at Kulihaele, Hawaii.

The following table shows the weekly averages of temperature and rainfall for the principal islands and for the Group:

	Temperature.	Rainfall.
Hawaii	70.6 deg.	1.32 inches.
Maui	70.2 deg.	0.72 inch.
Oahu	72.3 deg.	0.13 inch.
Kauai	70.5 deg.	0.05 inch.
Molokai	73.5 deg.	0.13 inch.

Entire Group..... 80.9 deg. 0.78 inch.

At the local office of the U. S. Weather Bureau in Honolulu clear weather generally obtained, with a trace of rainfall, a deficiency of 1.08 inches as compared with the weekly average, and .06 inch less than during the preceding week. The maximum temperature was 70 deg., minimum 64 deg., and mean 72.1 deg., 3.0 deg. below the normal and 2.5 deg. lower than last week's. The mean daily relative humidity ranged from 60 per cent to 68 per cent, with a weekly mean of 66.3 per cent. Southwesterly winds prevailed on the 10th, and northeasterly on the remaining dates and for the week, with an average hourly velocity of 6.0 miles. The mean daily barometer ranged from 29.92 to 30.03 inches, and the mean for the week 29.97, was 0.01 inch above normal.

U. S. DEPARTMENT OF AGRICULTURE. WEATHER BUREAU.

The following data, covering a period of 33 years, have been compiled from the Weather Bureau and McKibbin records at Honolulu, T. H. They are issued to show the conditions that have prevailed, during the month in question, for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month of October for 33 years.

TEMPERATURE. (1890-1907). 18 years.

Mean or normal temperature, 77 deg.
The warmest month was that of 1906, with an average of 78 deg.
The coldest month was that of 1903, with an average of 75 deg.
The highest temperature was 90 deg., on the 10th, 1891; the 30th, 1892.

The lowest temperature was 63 deg. on the 30th, 1892.

PRECIPITATION (rain, 22 years) (1877-94, 1904-7).

Average for the month, 1.67 inches
Average number of days with .01 of an inch or more, 14.
The greatest monthly precipitation was 4.32 inches in 1884.
The least monthly precipitation was 0.44 inches in 1885.
The greatest amount of precipitation recorded in any 24 consecutive hours was 2.36 inches on the 20th, 1882.

RELATIVE HUMIDITY.

Average, 8 a. m., 68 pct.; 8 p. m., 72 pct., (1904-7); average, 9 a. m., 68 pct.; 9 p. m., 75 pct., (1893-1903).

CLOUDS AND WEATHER. (1890-1907). 18 years.

Average number of clear days, 10; partly cloudy days, 17; cloudy days, 4.

WIND. Direction 24 years. Velocity 4 years.

The prevailing winds are from the NE. (1875-94, 1904-7).
The average hourly velocity of the wind is 8.2 miles (1904-7).
The highest velocity of the wind was 28 miles from the NE on the 26th, 1904; the 17th, 1907. (1904-7).
Station: Honolulu, T. H.

* 9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,
Section Director, Weather Bureau.